ARE WE FOR ENGLAND?

THE WORLD'S PEACE MAY DEPEND UPON OUR DECISION.

Regiand's Policy Is Open Markets in the Grient-It Is Now Almost Certain That Nothing but Our Indersement of That Polley Will Avert War Between England and Her Continental Rivals-The Momentons Besponsibility Resting Upon President Mc-Kinley-Russin May Try to Postsone the Fainl Day, Being Unprepared-The Talk of an Angle-American Alliance-Russian Views,

Special Cable Despatch to Tun Scs.

LONDON. March 12.-It has come to pass that Great Britain especially, and to some extent European diplomacy as a whole, no longer regards the Spanish-American crisis, the Far Eastern crisis, and the West African crisis as separate and distinct issues. These questions are now looked upon as interwoven factors in political situation which threatens the peace of the world. The decision of the point whother this is a true view rests solely with President McKinley. His power and responsibility in shaping human destinies is greater at the present moment than has fallen to the lot of any man in this generation. There is danger that the attention of the

American people may be too much concentrated upon the Cuban-Spanish affairs with which ther are more directly concerned. Europe regan's these troubles as of little intrinsic interest as compared with the incalculable importance to the whole human race of the Titanic struggle which threatens to involve all the nations of Europe and Asia. The worst outcome of the Spanish-American difficulties will be a brief war, wherein the United States has nothing to gain except a sense of disagreeable duty faithfully performed. It is a simple truism in polities to say that vastly greater issues hang upon the American policy with regard to the jate of China than anything the United States may do concerning Cuba and Spain. It is now short true that nothing short of a distinct and decisive American indorsement of the British policy in the l'ar East can avert a collision between England and her Continental rivals, I say amost, because it is not yet quite clear whether Russia and France are convinced that Great Britain is in carnest in her open declaration that the will go to war rather than permit the partition of China or the closing of the British markets there. Their doubt, if it exists, will soon be removed, for the Salisbury Government has taken means to carry conviction to the most skeptical diplomatists on this point. Then, and the time cannot be long delayed, the Franco-Russian attitude will change or the war which these countries, by their recent policy, have almost been inviting, will come.

Most observers are inclined to believe that Russia will manage to postnone the fatal day for her present unpreparedness despite her ultimate futentions is notorious. On the other hard, if Great Britain is convinced that the conflict is inevitable sooner or later, it will be greatly to her interest to force the issue.

The British war preparations for months past have been on a vastly larger scale and more thorough than the present measures uniertaken in the United States. There is need of so argument on this situation to demonstrate the vast importance of the American attitude, It is this obvious importance, probably, which has riven rise to free discussion of an Anglo-American alliance in the past few days, a discussion which is more prominent on your side of the Atlantic, according to the cable demalches, tinn on this side. It should be said unreservedly that there is not the slightest expectation in England that any alliance will be made at the present moment or in the present situation. It is hardly necessary to add the English denials to those from Washington that Great Britain has been so patronizing and undiplomatic as to offer the United States assist ance in dealing with a fourth-rate power like Spain. It is probably true that English public opinion is more well disposed than American toward an Angle-Saxon combination, but even this country is by no means unanimous in favor of such a consummation. The English view of the subject is not altorett hered that the United States, with its rapidly expanding foreign trade, will profit fully as much as England by co-operation in keeping open the markets of the world. On the other band, with regard to immediate policy in China, there is probably some danger of retalin tory action by the Continental powers in the Spanish-American controversy against the United States in case the latter supports Great Britain in the Far East. Any such action, no doubt, would lead Great Britain openly to take the American side, but it is impossible to estimate the complications which might arise The problem before President McKinley, therefore, is one of great difficulty as well as far reaching consequences in the estimation of Europe.

It is useless to speculate vaguely regarding Russia's immediate policy or her ultimate de tigns in the Far East. Frank statements on this point are contained in an interview with Dr. Markoff, the well-known Russian traveller and publicist, who is now in London. Dr. Markoff's connection with the Russian Government en titles him to speak with some authority. He

"Russia has no intention of annexing Man churia. All she desires is the right to run a railroad to an ice-free port. No doubt we believe Manchuria will ultimately belong to us but that may not be in fifty or a hundred years. We are in no hurry to precipitate the partition of China. For one reason, we do not believe It is possible to partition that great empire China is not Africa. Its inhabitants have yellow skins, not black, as I see some German correspondents are lamenting at the present mo

"The real European interests are centred in developing China commercially, and not in dividing China territorially. We have been in n burry to secure an ice-free port. Until we had completed the Trans-Siberian Railroad we would not need such a port. Had we had our own way that question, probably, would have been left unsettled for several years. But our bands

have been forced by circumstances. "Our policy in the Far East is not one burry. We may well afford to await the derelopment of events. I do not think there is much doubt that we shall obtain what we ask. Li Hung Chang, who was immensely impressed with the greatness of Russia when he visited that country, is supporting the Russian In Russia we did not bow down to L Hung Chang as if he was a Vicercy of China. We treated him simply as the Ambassador of his country. In consequence he was more imed with Russia's power than with that of the Western nations which made a great deal

"A war with Japan or any other power may delay, but cannot prevent, our obtaining an ke-free port. War might probably force us. in self-defence, to annex Manchuria, which, otherwise, it is not our interest to do. We shelder that war between Japan and cursolve is inevitable. One of our guiding principles in the Far East is that Japan must remain a island power.

We regard the Far Kastern questionss much more acrious problem than more rivalry for erritorial trade privileges. It is a question of the predominance of the white or yellow race. If Japan is allowed to join forces with China, the white races will be doomed. Therefore our pellty in directed to keeping Japanese ambitions within bounds."

It is curious that great political importance is still attached to the visit of Queen Victoria to France at this juncture. The Spectator dwells on this point with great emphasis to-

day, saying:
"The Queen's health and contentment are both of high interest to her subjects, but we can-not think her Majesty has been well counselled in this matter. The greatest difficulty between London and Paris is that M. Hanotaux does not believe us in earnest. It is simply impossible to make him believe that if Lord Salisbury had resolved to fight rather than yield he would permit the Queen to spend her holiday in French territory. Such an incident would be a little boo historical. Even in the event of a declaration of war. President Faure would not venture to arrest a lady so reverenced in Ger many and Russia, as well as at home; but there s popular emotion to be reckoned with, and the situation would be one of extreme embarrass

It is important to point out again the unobrusive but vast augmentation of the British naval force in the Far East and at other points which is proceeding as rapidly as men can be ound to equip the fleet. Mr. Goschen's speech on Thursday evening introducing the naval estimates is fully confirmed by various statements in THE SUN within the last three months The announcement which caused most surprise was that the Channel squadron, now more powerful than ever, would not be limited to channel defence. The shores of Great Britain n war time would be intrusted to the reserve hips now kept in commission. Those reserve ships were placed in commission at the begin ning of the year and behind them are nearly s core of other ships, mostly old, but still useful pattleships, partly in commission and capable of taking the seas in an incredibly short time The ability to utilize the Channel Squadron. or a part of it, away from home adds immensely to Pritish power in Europe, and Mr. Goschen's announcement is likely to cause a great sensation in France, Russia, and Germany when the caponsible experts in those countries have had time to direct it.

Mr. Goschen also confirmed the statements of the reinforcement of the China fleet by vessels from the Pacific and Australian stations as well as the additions already made or conemplated from the Mediterranean fleet.

The Welsh colliery owners are still having a ood time. The British Admiralty continue to place large contracts, and orders are rolling n from private steamship owners. British coaling stations all along the long route to the Far East are now overflowing with coal,

The Italian Government has just contracted with British firms for the entire coal supply o the Italian fleet for the remainder of this year The Italian newspapers explain this course, which is very unusual, as being due to the fear of certain international complications which nny possibly occur in the course of the late spring or early in the summer.'

SIR THOMAS'S SHARES.

Deluge of Applications-The Stock Subscribed Fifty Times Over.

Special Cable Despatch to THE SUN. LONDON, March 12.-It was announced the other day that the business of Sir Thomas Lipton, the great provisions and tea merchant, was to be turned into a joint stock company, and £1,000,000 of the £2,500,000 of shares in the new company was offered to public subscription. The rush for shares has been almost unprecedented. For the £1,000,000 of stock available for distribution there have been more than

200,000 subscribers.

The scene at the National Bank of Scotland on Wednesday and Thursday beggers description. The bank's first postal delivery on Wednesday consisted of a van load of 18,000 letters; 27,000 followed later and on Thursday, while the crowd of personal applicants rendered the ordinary work of the bank impossible despite an extra staff and the engagement of the adjoining premises.

Similar scenes occurred in the offices of Sir Phomas Lipton and his brokers. Hundreds of clerks have been working night and day classifying and answering the applications which, when the lists were closed, amounted to £50, 000,000 sterling. The post still brings belated applications, and appealing cablograms are coming from Canada, the United States, South

Africa, and South America. Many curious applications have been received, Scotland to a hurried, unsigned check for thouands of pounds, and envelopes casually stuffed with banknotes to the value of hundreds.

An interesting result of this rush is the seri us displacement of capital. With £50,000,000 of capital subscribed for the available £1,000, CO of shares, there are now between £5,000, 000 and £6,000,000 locked up in deposits. The bankers have promised to make unusual efforts to rapidly dispose of this portion of the business but at least a couple of weeks must clapse.

Meanwhite new issues of capital are seriously hampered. It was feared that investors would be crippled for the Chinese loan, though its subsequent postponement from March 16 to March 21 will probably rectify the matter.

ENGLAND WANTS SHIP PLATES. Shipbuilding Firm Gives an Order fo 5.000 Tons to the Carnegie Company.

Special Cable Despatch to THE SUN. LONDON, March 12.-The British Governmen has placed a contract for 5.000 tons of steel plates for shipbuilding with the Carnegie Steel Company of Pittsburg, Pa. This is the first order of the kind that Great Britain has placed

Perranung, Pa., March 12 .- The Carnegie Steel Company has received from an English hipbuilding firm an order for 5,000 tons of ship plates for the bulls of the vessels they This is the order which, the cable do spatch says, was for armor plates for the Engish Government. The Carnegie Company has received no order for armor plates from the English Government.

MORE WARSHIPS FOR ENGLAND. Beresford Advises That All Available Poreign Warships He Purchased.

Srecial Cable Despatch to The Sus.

LONDON, March 12. - Vice-Admiral Lord Charles Beresford, M. P., delivered a speech co-night at a dinner given by the Navy Club. He referred to the sympathy with the United states felt everywhere in England because of

the Maine disaster. He then proceeded to urge that England should immediately buy all the available warships that are being built for foreign countries nentioning the Chillan ship O'Higgins as one of the vessels that should be placed under the

AMBASSADOR WHITE DENIES IT. He Says We Have Not " Placed Large Orders with the Krupps.

Special Cable Desputch to THE SUS BERLIN, March 12.-Ambassador White desies a report that the United States Government has placed large orders with the Krupps, the great gunmakers of Essen.

Opposition to Russin in Carca.

Special Cable Despatch to THE BUN. VOROHAMA, March 12 .- According to report received here from Seoul, the capital of Corea, the leader of the Russophile party has been do prived of the post which he held as Privy Coun-

Has Argentian Bought a Cruiser ! Special Cable Despatch to THE SUS. LONDON, March 12 .- The latest warship re

port is that the Argentine Government has pur

chased the Italian cruiser Carlo Alberto.

Worth Scotus. Simpson's new Loan Office and Safe Deposit Vaults 48 West 48d st., near Broadway.—Adv. MAKING WAR ON LEITER.

THE YOUNG SPECULATOR GIFES THE TRADE TWO SURPRISES.

Me Asks That a Margin Be Fixed on May Wheat Bealings and Me Sells 2,000,000 Bushels Unexpectedly-Mis Present Moldings -Effort of His Brokers to Meen Up Prices.

CHICAGO, March 12.-Joseph Letter treated the wheat pit to two big surprises to-day. The first was when, through Allen M. Rier & Co., his agents on the board, he called upon the Board of Directors to fix a marginal value on May wheat, thus, it is reported, forestalling the action about to be taken by that governing body. The news created tremendous excitement, and the directors took the matter under immediate consideration.

It has been contended for some time that Leiter's manipulations were forcing wheat above its natural selling value; that it was up about \$1.05, when its actual value for freighting purpose was only 95 cents, and that under the rules of the board Leiter should put up cash for the 10 cents difference on every bushel. The talk of calling Leiter to this accounting was fast becoming general when he made his request of the directors. The matter will be examined thoroughly and passed on at the earliest possible moment. The second surprise of the day came with

the announcement that Leiter had sold 2,000,000 bushels of cash wheat to Counse man & Day. This is the first official amnouncement of any sale of wheat made by Leiter either at home or abroad, commen surate with his holdings. Already 4,000,000 bushels of the immense amount of wheat con-trolled by Leiter has been contracted for ship-ment, but there are no statements to warrant the assertion that this wheat has already been

the assertion that this wheat has already been sold to Liverpool.

That the trade had not the alightest intimation of this move until after the close was made manifest by the sensational slump in the price of July wheat and the abrupt decline in May despite the forces which Leiter is bringing to bear upon the May option to frustrate the attacks of the bears. The sale to Counselman & Day will but quite another phase upon the wheat altuation, and when the session opens on Monday undoubtedly there will be evidence of the fact.

A panic alump is predicted for wheat. The

edly there will be evidence of the fact.

A panic alump is predicted for wheat. The radical decline in the New York stock market threatens to pull down wheat, and the Leiters are bracing themselves for a turn. Even the ever smilling "Joe" cannot wholly conceal the feeling that something is in the wind.

Armour has the entire trade on his side because, with few exceptions, the local market is only the bear side and pitted to a man against Leiter.

Leiter.
The transfer of cash wheat in local elevators Leiter.

The transfer of eash wheat in local elevators and other storage places to Counselman & Day revives a significant statement made by Charles Counselman immediately after his return from Europe. He went to the other side a confirmed bear and came back the most sanguine bull. The statement credited to him is that he knew three men in this country who were eager to buy Leitur's wheat and pay market price. The impression is that Counselman is buying for one of these unnamed men, and that more may follow. The market price of cash wheat, as revealed by March quotations, is \$1.02 and over. The price paid to Leiter is close to this figure.

The flank movement yestorday on Leiter's brokers in the wheat pit was not openly followed up to-day. "Barring" certain brokers from buying wheat at bid prices is a dangerous expedient, and, despite the ruing credited to Secretary Stone, there is no doubt the "barring" sitterfuge is contrary to the ethics of the trade, and will be held so by the directors of the board if the question should be submitted.

May wheat was a greater burden on Leiter's hands than it probably has been at any other

the alrectors of the board if the question should be submitted.

May wheat was a greater burden on Leiter's hands than it probably has been at any other time since that option became a factor in the market. His brokers worked like Trojans to keep the price of May at \$1.04, when July dropped 22s cents. They had hard work to keep the price of May wheat from bowling down, too. As it was, the price of May sank I cent in a short time, but owing to the quiek support from Leither returned to \$1.04 and remained steady in the face of fluctuations.

July is the speculative commodity and the general trade is concerned in that option, so that the Wall street scare had the most immediate effect upon July wheat. Little doubt is entertained that May wheat would have tumbled, too, if it were not protected by the Leiter millions.

It is said that Leiter will remain in the market only a short time. It is his intention to buy some more wheat-the amount he has already determined upon—and then set from under. What Leiter intends to do with his wheat when this step is taken remains for him to say. The actual situation now confronting him is the control of nearly 10,000,000 bushels of each wheat, exclusive of the transfer today to Counsaiman. exclusive of the transfer to-day to Counselman & Day, and the possession of 10,000,000 bushels exclusive of the transfer to-day to Counselman & Day, and the possession of 10,000,000 bushels of Alay wheat. The trade knows that Leiter intends to send at least 4,000,000 bushels abroad, because freight room for that amount has been engaged in the East.

To-day there are 8,450,000 bushels of contract grade wheat in this city, all owned by Leiter. On Monday it is expected this supply will show a decrease of 350,000 bushels, shipped during the week.

week.

This loaves the remainder still above 8,000,000 bushels, and does not include the daily arrivals of about 106,000 bushels.

Leiter's profit on the sale to Counselman & Day is estimated at \$250,000.

WHOLE STOCK LIST TUMBLES. Government Bonds Share in the Depre Bears Reaping Profits.

In the stock market yesterday the lowest quotations were recorded since the disaster to the Maine. Cable advices reported that London operators were taking a very gloomy view of the prospect for peace and looked upon the situation as very grave. The London stock market

tion as very grave. The London stock market, which, owing to the Saturday holiday abroad, closed before our market opened, was reported weak in all its divisions. American stocks were quoted at declines extending to one point, spanish 4 percent, bonds made a further decline of \$3 point to 54%. The Chinese situation continued to exert a disturbing influence, with British consols showing a slight decline.

There was a flood of selling orders at the opening of the market here, representing both long and short account. Initial quotations for the most prominent shares were at losses compared with Friday's final prices of from one to three points. Stop loss orders and the closing out of exhaustad margin accounts aided in causing demoralization. After the opening rush to sell there was a slight raily on buying to cover short contracts, but this incited further selling. On every succeeding feeble raily the market was attacked with fresh vigor. The final quotations were generally close to the lowest figures of the day. Some of the important net declines were:

Consolitated Gas. 41g points; St. Paul, 4

est figures of the day. Some of the important not declines were:
Cansolidated Gas, 4<sup>1</sup>g points; St. Paul, 4 points; Manhattan, 3<sup>3</sup>g points; Northwestern, 3<sup>3</sup>g points; Metropolitan Street Raliway, 3 points; Delaware and Hudson, 3 points; Louisville and Nashville, 2<sup>7</sup>g points; Reading first ville and Nashville, 2<sup>7</sup>g points; Reading first United States Rubbar preferred, 2<sup>1</sup>g points; United States Rubbar preferred, 2<sup>1</sup>g points; United States Leather preferred, 2<sup>1</sup>g points; New York Central, 2<sup>3</sup>g points, and Brooklyn Rapid Transit, 2<sup>1</sup>g points.
An incident of the day was a further decline in United States Leader proferred, 12<sup>3</sup>g, with the closing bid price 121<sup>1</sup>g, against 123, at which price a sale of \$22,000 4s of 1025 at 121<sup>3</sup>g, with the closing bid price 121<sup>1</sup>g, against 123, at which price a sale was made on Friday.

YESTERDAY IN HAVANA

Buil Last Night in Honor of the Spauls

Naval Officers. HAVANA, March 12.-The Board of Inquir did important work to-day. Powelson and Olson, expert divers, examined the keel of the Maine under the supervision of the board. Then they made a very minute report of their discoveries

Mr. Klopsch is showing great activity in the distribution of relief to the reconcentrades Up to to-day he has relieved over 10,000 starving persons in Havana. The situation of the reconcentrados in Matanzas is reported today as appalling. Mr. Klopsch will soon give attention to them.

At the time this despatch is filed (10 P. M.) a gala ball is in progress at the Casino Español or anish Club in Havana in honor of the officers of the Spanish cruisers Vizcaya and Almirant Oquendo. The greatest enthusiasm prevails all over the city.

Governor-General Illanco has remitted the

fine of \$500 imposed upon the American yacht Anita, which brought here a party of American Senators and Congressmen. These gentlemen left Havans to-day for Matanzas.

A strong gale is raging outside of Havans. On account of the heavy sea many tugboats and other vessels bound for Key West have put back to this port. URGING SPAIN TO FIGHT.

The Impercial Says Spain May Put Same Crap on America's Fing.

Special Cable Desputch to Tun Sun.

MadRid, March 12.- The Imporcial urger the Government to allow the present crisis to pass and to turn the time thus gained to good use. It aids: "If our standard goes into mourning let us at least be able to put some pieces of crape on America's ungrateful flag." Elsewhere the paper says there is still time to

prepare a few warships, and perhaps it will be possible to buy a few abroad. In any case Spain has some merchantmen which would be able to do plenty of harm to American commerce.

The Liberal publishes a tabulated list of the Spanish fleet, showing that it consists of seventeen protected ships, twenty unprotected, eighty gunboats, fourteen torpedo beat destroyers, fourteen torpedo boats, and twenty-five transports.

BRITISH BLUEJACKETS. Newspaper Asserts That They Besert to Join

Uncle Sam's Service. Precial Cubie Despatch to THE SUR.

LONDON, March 12.-The Liverpool Journal that since the Maine disaster at least a dozen British subjects have called at the American Embassy in London, asking for news of relatives who were serving aboard the ill-fated ship. The Journal proceeds to say that American ships of war are crowded with Englishmen and other foreigners, and it is not safe for a British warship or merchant vessel to allow its crew at liberty when an American ship of war is anywhere in the vicinity. The Journal quotes anony nous authority for the statement that Brit ish bluejackets when deserting have actually been received aboard American warships in full uniform and enlisted in Uncle Sam's service.

There is no doubt that American blue jackets are better paid and better fed than the British. but the Journal insinuates that the real attrac tion is the lax discipline which is supposed to prevail on the American warships.

Similar ridiculous suggestions have been made from time to time since the Maine disaster in newspapers of less intelligence than the usually fair Journal of Commerce possesses

\$2,800,000 FOR PROJECTILES. Hurry Orders to Manufacturers Who Are

Working on Taem Night and Day. It was reported in this city yesterday that the Navy Department had signed on Friday night in Washington contracts for armor-piercing projec tiles amounting to \$1,700,000, calling for jectiles of the following sizes: 4, 6, 8, 10, 12, and 13 inches. The contracts are divided among three concerns, the Carpenter Steel Company of Reading. Pa.; the Firth-Sterling Steel Company of Pittaburg, and the Midvale Steel Company of Philadelphia. Another order for \$100,000 worth of smaller sized shells, known in trade circles as common sizes, was given to the United Projectile Company of Brooklyn.

The first three companies are now working upon \$2,700,000 in Government contracts for armor-piercing projectiles. Of this total contracts aggregating \$1,000,000 were given a short time ago by Gen. Flagler, Chief of the Ordnance Bureau, U. S. A. The concerns have arranged to double their capacity, and are now at work day and night without cessation in order to fill the Government orders.

When the companies were called upon by the Navy Department, it is understood they submitted a statement as to what amount of shells they could turn out in thirty days, but they were told by the department authorities that what was wanted was a great quantity of shells within ten days. As fast as the projectiles are manufactured and inspected they are shipped away from the various plants.

MAGAZINES FULL.

Admiral Sicard's Pleet Is Gelling in Complete Fighting Order.

Fla March 19 -N portance has been done here to-day, for the reason that Admiral Sicard has done everything hitherto that was possible to put his fleet in complete fighting order. The magazines and coal bunkers are full. The tars are in the pink

The last of the wounded survivors of the Maine, five in number, were brought from Dry Tortugas to the Army Hospital here to day. They are rapidly improving. People here exsect the return of the Board of Inquiry at any hour.

WEYLERITES IN SPAIN.

Pincards in Madrid Urge Their Support for the Cortes.

Special Cubic Despatch to THE SUS.

MADRID, March 12 .- Placards have been posted on all the dead walls and other places broughout the cuty saying that the National candidates for the Cortes, whom all good Spanards should support, are Generals Borrero and

Both of these Generals are Weylerites, yet the Republican and Carlist journals declare that the members of those parties will support their andidature. The placards end with "Long live the fatherland! Long live the army!"

MAINE DELIBERATELY DESTROYED? Statement by the "Army and Navy Register

That the President is 50 informed. Over at Governor's Island yesterday afternoon n old and distinguished officer called the attention of a SUN reporter to the following article printed in yesterday's edition of the Army and

Navy Register. It was printed under the head-"The Register is in possession of information the correctness of which it has no reason to question in the least, that certain evidence gathered by the Court of Inquiry at Havana has ome in a semi-official form to the President

from two prominent members of the board. The

nformation has been in the hands of the President since Sunday, and has served as the occa sion of unusual activity during the present week. "The information is to the effect that the Maine was destroyed by a Government submarine mine, planted in Havana harbor and deliberately exploded. More than this, it appears

he Maine was purposely moored in the vicinity of the mine, and that the explosion occurred at the moment when the ship had been opporunely carried by wind and tide directly over

tunely carried by wind and tide directly over the piles. These facts have been hinted at and written about in despatches from Havana, Madrid and Washington, and among the varied statements made the actual conditions have been touched upon, but nothing authoritative has been per-mitted to escape from the court. That body is understood to have completed its work, but nothing is likely to be efficially promulgated in regard to its findings for a week or more. There is obvious reason for such an action, the objects of which cannot be defeated by independent newspaper statements.

of which cannot be defeated by independent newspaper statements.

"There can be but one outcome of such a report, and preparations for the inevitable result are being industriously and indefatigably proscuted. The work of the week, related in detail elsewhere in this issue, shows that the Government at Washington appreciates the situation and will be ready to meet what has now coased to be a mere emergency."

When the reporter had read the article, the officer said:

w the source of that information and I know the writer of the article. I may tell you that it is correct in every detail. I do not care to make any comments, further than to state that the situation, as there stated, is stated correctly."

B. & W. E. &. W. A new collar. -- 4dp.

TO BUY TWO SHIPS TO-DAY.

CASH OFFER FOR THE IWO BRA-EILIAN ARMORCLADS.

rders Cabled to Our Agents in London and Paris to Close the Brain at Once-Several Terpede Sent Bestroyers May Also Se Added to the Navy In a Day or Two-Chill Refuses to Sell the O'Higgins, and Japan Ains Declines to Dispose of Any of Mer Ships New Building More and in Europe. WARHINGTON, March 12.-Following quickly

the pace set yesterday by the War Department, the naval administration to-day issued orders and made arrangements of a character some what be wildering to those people who, a week go, were satisfied that the United States had done as much as was immediately necessary in preparing for a hostile emergency in concen trating war vessels and putting others into mission, and asking Congress for authority to impress merchant craft for auxiliary work, enlist 1,500 men, and buy a large supply of coal. Since last Sunday the machinery of the military branches of the Government has been humming without cessation, and to-day the progress made has been something remarkable. Secretary Long and his indefatigable assistant, Theodore Rossovelt, whose "healthy jingoism," as his predecessor in office described it, is tempered by a judgment which both the President and his immediate chief fully appreciate and value, bave been working with an energy and application to duty that account for all that has been done. There have been no nekward steps taken by Secretary Long, and it is worth while noting that he is in as thorough accord with the President's plans as are his bureau chiefs and other executive officers those which the Secretary has directed to be carried out.

So many vitally important things were done by the naval branch of the Government to-day that it is hard to select any one action and may it is more important than some of the others. The people of the country, however, will undoubtedly find the greatest satisfaction in the knowledge that express directions were cabled this afternoon to the Embassies of the United States in London and Paris to purchase immediately, for spot cash, the two Brazilian armorclads for which Spain and the United States have been dickering during the present week. Before to-morrow night, or by Monday at the latest, the American Navy will be augmented by these formidable craft, providing everything turns out as successfully as the Government has reason to believe it will." It is also almost certain that within the next day or two several torpedo-boat destroyers will have been added to the naval list. These vessels-armorelads and torpedo craft-are to be bought outright, without recourse to the hesitating method involved in placing options. The two Brazilian ships have bee ported at the Navy Department by Lieut, Colwell, United States naval attaché in London, as thoroughly seaworthy and valuable. Informa tion about them cannot be better given than in quoting a note sent by the Secretary of the Brailian Legation in London to THE SUN'S correspondent there and published in THE SUN or

"One of these ships," wrote the Secretary of Legation. "Is the Amazonis, now at Gravesend oading with stores and ammunition. A Bra zilian crew is aboard in readiness-to sail for Rio de Janeiro. A sister ship, named the Admiral Ahren, is building on the Tyne, two coast defence ships are being built at Toulon, and a tor-

pede toat is building in Surmary." a As the negotiations for the sale of these ships are under control of the Brazilian Naval Commission, sitting in Paris, the arrangements for adding the Amazonis and the Ahren to the American Navy will probably be made by Am passador Porter and the naval attache of the United States Embassy to France, Lieut, W. H. Sims. There was much uncasiness felt by the Washington Administration because of the like lihood that Spain would get the Brazilian vessels and efforts were made to induce the commission in session in Paris to promise first choice to the United States. This Government expressed a willingness to pay for the privilege of a refusal on the vessels for a stated period. The commission meanwhile was coquetting with the agents of this country and Spain. Yesterday or the day before it announced that a bargain must be concluded within a few days. Whether a definite date was set for closing the negotiations one way or the other has not been ascertained. but it was intimated yesterday, as told in a Washington despatch in this morning's Suy that if the Amazonia and her sister ship were not purchased by Sunday they would be los to the United States. A cable message received to-day made the Navy Department act with alacrity and brought about the decision to buy the ships outright. This despatch came from one of the representatives of the United States abroad. It said that Brazil would not grant any options and would only consider an offer of money to be paid at once, the payment to be followed imme diately by the transfer to this Government of both vessels. Secretary Long held a conference with the President on the subject, and his return to the Navy Department was followed by the sending of the messages authorizing the agent who will conclude the sale to draw on the

mergency fund of \$50,000,000 for the agreed amount. In the circumstances connected with this quick work of the Administration it is somewhat difficult to explain the understanding of the Government that the British Admiralty would not consent to the sale of any ships built or building at English shipyards. At first the ction of the Admiralty was believed to be an effectual stopper to efforts of both Spain and the United States to obtain warships in England, even those constructed there under contract with Brazil and other foreign Governments. Later information, however, showed that there had been a misapprehension in regard to the application of the Admiralty's notification to shipowners. It now appears that the embargo was placed only on the making of contracts for future work between the shipbuilders nd foreign powers. The explanation is found in the report to the House of Commons of the enormous naval budget, to carry out which would require the employment of all the shipbuilding plants of the United Kingdom, and in the desire to checkmate Russia in her stupen dous plans for increasing her navy, in which she would be obliged to depend on British ship-

builders. The price that the United States must pay to get the Amazonis and the Ahren has not been learned, but it is probable that it will be left to the determination of the Brazilian Naval Commission and American agents. According to the note quoted above from the Secretary of the Brazilian Legation in London, "Brazil favor neither the United States nor Spain, but, considering the matter as one of business solely. would sell to the highest bidder." It is, therefore obvious that a fair-sized bonus over the contract price of the ships must be included in the amount paid by this country to Brazil. What progress has been made toward the consummation sale will probably be known by the President and the Navy Department to-morrow. Every naval official hopes that the next news about the Amazonis and the Ahren will result in an addition of two names to the list of ships in the American Navy. There is the greatest confidence felt in naval circles that there will be no slip up in the negotiations. Jud what names will be given the vessels if they are incorporated into the United States Navy has not been considered yet. Both are of the type which would necessitate giving them, as provided by law, the sames of States of the Union. It has been suggested that one be called the Ohio and the other

the Maine.

Not so much is known outside of the White

House and the Navy Department about the prospective purchase of torpedo-boat destroyers The Thornycrofts are building thirty of this type of craft, some of them on speculation, and lespite the notice to that noted firm of ship builders that they must not sell any of the de stroyers, as reported to the Navy Department by their agents, it is believed that the vessels which the United States have every hope of

obtaining will come from the Thornycroft yards.

The Amazonia is being held at Gravesend

awaiting the result of the negotiations between the Brazilian Commission and the United States and Spain. She is ready for service and has even a crew on board ready to proceed to Rio II the negotiations fail. Her transfer to Admiral Sicard's squadron would follow the conclusion of a barcain between Brazil and this country. The Ahren is still in course of construction, but can be made ready for service in a short time, As for the other big ships on which the American agents in Europe hoped to obtain options they cannot be secured. Chili has declined to sell the O'Higgins, and this stand is understood to apply to Spain as well as the United States The Argentine armorciad San Martino, at Leghorn. Italy, has also been withdrawn from the market, if she was ever in it. Japan has likewise declined to dispose of any of her cruisers under construction at Philadelphia ian Francisco and European yards. Ships of this character were not wanted, however, so this Government is not disappointed over the decision of Japan. In any event, the United States would have the right to take for their own use the cruisers being built for Japan in this country prior to the actual transfer to the

Orders were sent to-day by Secretary Long to Commodore Howell, commanding the European naval station, directing him to despatch imme diately to Key West the gunboat Helena and the cruiser Baneroft. These vessels, with the flagship San Francisco, compose the entire European squadron. All three are at Lisbon, where they have been awaiting or ders for some time. The Helena was originally intended for the Asiatic station, and was proseeding thither by the Mediterranean route when directed to remain at Lisbon until further orders. The Bancroft was built as a practice vessel for the Naval Academy cadets, but was ent to Turkish waters during the critical period of the Armenian troubles, when so many Amer ican citizens were being ill-treated in the Sultan's possessions, and has been retained on the station ever since. The Navy Department has not yet determined what to do with the Sar Francisco, but is inclined to send her after the Bancroft and the Helena. Orders to that effec will probably be issued next week. The two little ships now at Lisbon will be attached to the constantly growing squadron of Rear Ad miral Sicard. If war should come the principal naval operations will undoubtedly be in the West Indies and the Gulf of Mexico. The Bancroft and the Helena, with other small cruisers and gunboats, are intended for use to blockade Cuban ports, shutting off the Spanish Army from the food and other supplies from outside on which it is obliged to depend. Movements of some of the vessels of the North

Atlantic squadron were reported to the Navy Department to-day. The battleship Iowa re-turned to the Dry Tortugas from Key West; the gunboat Nashville and the torpedo boat Porter arrived at Key West. The intention to withdraw the battleship Oregon from the Pacific coast and assign her to the squadron mobilized at Hong Kong, or to that in the vicinity of Key West, reported in THE SUN this week, was confirmed to-day by the issuance of orders for the big armorciad t proceed from San Francisco to ports on the Pacific side of Central and South America. It was said at the Navy Department this afternoon that the Oregon's ultimate destination would be determined by circumstances. THE SUN reporter has the most positive assurances from an authoritative source that she will form part of Admiral Sicard's force if hostilities are averteuntil she reaches Valparaiso. She will stop at Acapulco, Panama, Callao and Valparaiso, reporting ber arrival at each of these places, and not departing until so ordered by the Navy Department. If nothing occurs to mar the relations of Spain and the United States by the time she gets to Valparaiso, orders will be telegraphed around South America and from Cape Horn orthward to Key West. If war should be de clared prior to that time, it is likely that the Oregon will steam across the Pacific to Hong Kong, to participate, if not too late, in the offensive operations in the waters of the Philippine Islands. This has not been definitely determined, and the Navy Department is hopeful that within two months the formidable armorelad will drop anchor in Key West harbor. That period, an extended one in these times of quick move-Oregon to reach Key West from San Francisco

ments of naval vessels, will be required by the With the Oregon added to the North Atlantic squadron, the loss in efficiency caused by the destruction of the Maine will be more than made ood, for the Oregon is a first-class battleship, white the Maine was of the second class. The Oregon is a sister ship of the Massachusetts and the Indiana, both of which are under Admiral

WHAT DOES THIS MEAN? The War Office Refuses to Acquaint the Navy of the Location of Submarine Mines.

Sicard's command.

WASHINGTON, March 12.-Correspondence be ween the Secretary of the Navy and Secretary Alger on the subject of the location of submarine mines and torpedo outfits at the severa ports where modern fortifications are in course of construction has led to a flat refusal on the part of the War Department to give the informaion desired. A few days ago the acting Chief of Engineers was asked by Assistant Secretary Roosevelt for a detailed statement as to the exact location of mines in harbors now partially protected, the data being deemed necessary for the navy in the event of hostilities The engineers' office declined positively to give the information, whereupon Secretary Long sent an official communication to the War Department, in which the request was repeated. Acting on the recommendation of he engineers' office the navy has been refused all information relative to either submarine nines or other torpedo equipment which would form a part of the coast defence system. The only explanation given by the war authorities is that, as mines will be operated by the army. t is not absolutely necessary for the navy to have the information.

ARTILLERY FOR BALTIMORE. hifting of the Porces to Defend the City from Mostlie Attack.

BALTIMORE, Md., March 12, -By orders issued to-day the recently created artillery regiment, the Sixth, under Col. E. B. Williston, has been detailed to Fort McHeury. Of the three bateries of the Fourth Artillery, which have been at the fort for the last five years, under Major leorge B. Rodney, Battery L. Capt. William Everet, has been ordered to Fort Delaware, but where the others will go is not known. It is thought that they will likely be sent to North and Hawkins Points, and that Major Rodney will be in charge of the fortifications there as the Fourth's officers have made a thorough study of the barbor. Hattery L will leave on

Tuesday.

The Sixth Regiment will not likely get for two weeks. Next week telegraphic connication between North and Hawkins Pand Washington will be made at Fort Mc1/2 Several eargoes of ammunition for the places will be received next week. The ments will consist of guspowder and shells.

The North Shore Limited.

Morning train to Chicago in #4 hours. Up the Hud-son River and through the beautiful Mohawk Valley in daylight. Pinest one-day railroad ride in the world leaves train Control Station 10 each morn-ing, arrives Chicago # next morning.—Adv.

FOR THE AUXILIARY FLEET

Rain: southerly winds

BOARD APPOINTED TO SELECT A PLYING SQUADRON.

Dozen or More Vessels Will He Impressed Into the Service as Soon as They Can Be Pitted with Armament, and Will Be Used for

Both Offensive and Defensive Purposes, WASHINGTON, March 12.-The consultations held for several days past between Assistant Secretary Roosevelt, Chief Constructor Hichborn, Capt. O'Nelli, Chief of Naval Ordnances Commander Bradford, Chief of the Naval Bureau of Equipment, and Naval Constructor Taylor in of Equipment, and Naval Longardon and pre-regard to the impressment of merchant and pre-vate vessels for auxiliary purposes, resulted to-day in the formation of a board to make arrange-tion forming an auxiliary fleet. The board will consist of Capt. Frederick Rodgers, Lieus. Commander J. D. Jerrold Kelley, Naval Comstructor John G. Towresey, Chief Engineer

Albert F. Dixon, and Lieut. Nathan Sargent. To-morrow morning the board will meet in the office of Assistant Secretary Roosevelt to arrange for carrying out the plans agreed on by Mr. Hoosevelt and the officers with whom he has been in consultation. These plans provide for the addition to the present naval force of a large number of steam vessels, some of which will be placed in service just as seen as they are fitted with armament and other neces-sary appurtonances of fighting craft, even if ne hostilities are declared by that time. After to morrow's conference the members of the board will visit ports on the Atlantic, the Gulf, and the great lakes, to inspect vessels suitable for auxiliary purposes. They will also begin active negotiations with ship owners for the transfer to the Government of the proper kind of craft. Offers of big steamers, tugs, yachts, and in fact very type of marine vessel propelled by steam, have been made

The Roosevelt committee has already anticipated attempts on the part of some of th have the right kind of steamers to take advan-tage of the present emergency in making contracts with the Government. Their hopes of compelling the payment of large sums, however, will not be gratified, as the board created to-day will be instructed to cocure bids for the services of many vessels of the same type and tonnage. Consideration of the claims of those owners who submit exorbitant bids will be refused. The plans made contemplate the formation of

a fleet of a dozen steamships and the selection of steam yachts and tugs for use as scouts for naval squadrons. The board, of which Capt. Rodgers is President, will make the selections, and the necessary contracts, and have charge of the arrangements for arming and equipping the vessels selected. There are now about 200 vessels available for auxiliary purposes on a list prepared for the Navy Department, and diagrams for placing guns on some of these and for giving them protective qualities have been made by the Construction Bureau, so that all that remains is to put men to work in converting them into fighting craft, Capt. Rodrors will arrange all these steamers into groups. For example there will be one group of vessels consisting of the St. Louis, the St. Paul and ships of smaller tonnege. Another group will be composed of the New York, the Paris, and inferior steamships. If there is a lower bid for furnishing a vessel in one group than for furnishing one of corresponding effithan for furnishing one of corresponding ciency in another group, the lower bid will of

ourse be accepted.

The intention of the board, as outlined by the Roosevelt committee, will not be to impress all four of the powerful ocean greyhounds of the International Navigation Company, but the big auxiliary fleet of a dozen ships will be headed by the St. Paul and the St. Louis or the New York and the Paria, Which two will be impressed in the evens of war will be left to the determination of the Rodgers board, The steam yachts and tugs will be taken by the Government and the work of arming and equipping begun just as soon as the contracts for their use are signed. When this work is completed they will be sent to join Admiral Sicard's squadron in the Gulf of Mexico. They will perform picket duty for the war vessels. The big ocean and lake steamships, which will be included in the squadron of a dozen, will not be actually impressed until bostilities are commenced or until it is known that they cannot be avoided. This great marine flotilla will be used for both offensive and defensive purposes. It will guard the ports of the United States or prey upon the enemy's commerce, as the case may be, in company with the armored cruiser Brooklyn and

As a result of the conference to be held tomorrow, Capt. Rodgers and his colleagues will proceed immediately to purchase or charter several steam colliers. These will be called on for service immediately in transporting coal to the squadron in the Gulf and will also be available for carrying fuel to United States ships in other parts of the world. The need of this type of transport has been plainly demonstrated in the preparations which the naval administration is making. There is some difference of opinion as to whether warships can take on coal at sea, and the position of the colliers will enable the Navy Department to settle the vexed question. The principal duty of the colliers, bowever, will be to carry coal from and to the central supply stations. Several offers of vessels suitable for ransporting fuel have been received at the Navy Department and are under consideration. The present intention of the Government is not to purchase vessels of the auxiliary fleet, but to charter them for stipulated amounts, depending on the character of the vessel and the

the cruisers Columbia and Minneapolis.

length of time it is used. Hundreds of persons with things to sell to the Government in the present emergency, from paint to battleships, are besigging the Navy Department, either in person or by letters and telegrams. In many cases these persons employ political influence in the ondeavor to sell their wares, and some have even appeared at the Navy Department, in company with Senators and Representatives in Congress. Secretary Long and the beads of bureaus have been serious ly annoyed by their importunities, and the employment of political influence to make sales has led to the suspicion in some cases the articles would not be acceptable on their merits. In view of this condition of affairs the Navy Department has decided that political considerations will have absolutely no weight in the arrangement of contracts. In the buying of ships the only elements to be considered are speed, structural stability, coal capacity, and cheapness, and these matters will receive attention strictly according to their

merits. More than 300 persons or firms are bidding to furnish coal for the fleets. Secretary Long has left this matter entirely in the hands of Commander Bradford, Chief of the Bureau of Equipment, and will assume no responsibility in regard to it. His instructions to Commander Bradford require that contracts shall be made without reference to sons or influence. Commander Bradford will be the final arbiter in regard to coal and other supplies, and it has been so arranged that Mr. Long will have no authority to overrule his decisions.

Hurrying Dr. Gntling's Big Gus

CLEVELAND, O., March 12.—The largest single piece gun in the world, which Dr. Gatling has just finished here, was placed in an oven to-day for heating in the annealing process. It will be taken out the middle of next week in time for inspection by the National Board of Ordnaucs. It will be rushed to the Washington Navy Yana next week, and will be rifled and mounted. It is not known here we we reit will be mounted.